

## INFORMATION REPORT

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25X1 Danube.

1. The upper Danube River is only navigable as far as Regensburg. There is only one lock close to Passau upstream from this town. The maximum tow one tug can handle in 2 barges of 1,000 tons each which, as a rule, are only partially utilized because of the necessity of reducing their draft when proceeding upstream. Night navigation is impossible. The maximum up river speed is 4 km per hour. Regensburg with its quay length of about 1,500 meters is the primary port followed by Passau with poor harbor facilities and by some other small places. The towing facilities available on the lower Danube are only partially usable on the upper reaches of the Danube River due to the shallow depth in the river and its narrow width. No exact figures of the towing facilities are available. Large tonnages seem to be sufficient. The Danube River is scarcely navigable as a waterway on its upper reaches as far as Regensburg since progress against the current is too slow and considerable local difficulties have to be surmounted. Hence, the ratio of goods carried upstream to those going downstream is 1:10.

Spree-Havel Mittellandkanal (Midland Canal).

2. This inland waterway is almost entirely canalized and thus is most serviceable. The only weak point with regard to transport performance is the Magdeburg-Rothensee ship lift which allows only one barge of the so-called Grossplauer measure or a size of 30 x 9 meters with a dead weight capacity of 760 tons to be lifted. The maximum lifting capacity within 2½ hours is 30,000 tons. Since there is no lighting along the canals and night navigation is impossible, the actual capacity is about 20,000 tons. Special attention is called to the fact that the ship lifts, the stretches of the canals above ground level, and the canal viaducts above the railroad lines, etc., are exposed to serious danger in case of air raids. Freezing or icing of the canals must also be taken into account as it may cause traffic interruptions lasting up to two months in severe winters.

Loading facilities within 2½ hours.

Harbor	Quantities in tons	Heavy cranes available
Leningrad	25,000	Data on cranes are incomplete
Tallinn	8,000	2 floating cranes, 60 tons each
Riga	15,000	2 stationary cranes, 20 tons each
Total	48,000	25X1

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CENTRAL INTELLIGENCE AGENCY

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Unloading Facilities within 24 hours.a. Polish Harbors.

Danzig	15,000	No data on cranes over 20 ton lifting power are available.
Gdynia	25,000	1 100-ton floating crane.
Stettin	15,000	5 Floating cranes over 20 tons.
Total	55,000	

b. Ports in the Soviet Zone of Germany.

Rostock	2,500	1 75-ton floating crane, 1 100-ton stationary hammerhead crane in the Neptune Shipyard
Warnemuende	1,000	
Wismar	2,000	1 15-ton stationary crane.
Total	5,500	

c. Harbors in Western Germany.

Bueckeburg	2,500	1 10-ton stationary crane, 2 floating cranes, lifting power 50 to 70 tons.
Ciel	1,000	1 100-ton stationary hammerhead crane in Howaldt Shipyard. No data on floating cranes available.
Total	7,500	

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